

Connections

August 2006

New Laws to Save Lives

by Megan Mills

Aug. 28 will be a banner day for children and people who work or travel in work zones on Missouri roads. Two major pieces of legislation will become effective on this day: one will strengthen penalties for

breaking laws in work zones and the other will lengthen the number of years young children are to be secured in booster seats.

Stronger Work Zone Regulations

The new work zone law strengthens many previous regulations, increasing various penalties for offenses in work zones. It also:

- Adds an “endangerment to a highway worker” offense for the following: speeding 15 mph or more over work zone limit, passing violations, failure to obey traffic control devices, driving in undesignated areas, assaulting a highway worker, altering work zone equipment.
- Increases fines for killing or injuring a highway worker to up to \$10,000 and motorists will lose their license.



Missouri’s new booster seat law will help provide better protection for older children like Abby Hoelscher, granddaughter of System Management Specialist Pam Hoelscher.

- Increases the fine to \$300 for the second offense for passing in a work zone on a two-lane highway when workers or equipment are present and/or when an appropriate sign is visible.
- Expands the definition of highway worker to cover suppliers and delivery personnel.
- Repeals a sign covering/uncovering provision, which states that informational signs in work zones must remain unveiled.

“Work zones can be dangerous, but with these new laws we hope to make work zones safer for both motorists and highway workers,” said System Management Director Don Hillis. “The increased fine will send a message to motorists that extra caution in work zones is required and violating traffic laws while driving in a work zone is a serious offense.”

All these changes will warrant the creation of a new work zone sign, which will be
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Keeping Kids Safe

As children grow, how they are secured in your vehicle should change. Save your child from injury or death by buckling them in correctly at every stage.

1. Rear-facing infant seats are used from birth to at least one year old and at least 20 pounds.
2. Forward-facing toddler seats are used from age one and 20 pounds to about age four and 40 pounds.
3. Booster seats with lap and shoulder belts are used from about age four to at least age eight, until 80 pounds or 4 feet 9 inches tall*.
4. Lap and shoulder safety belts are used for children age eight and older, taller than 4 feet 9 inches, or more than 80 pounds.

*Note: Some booster seats are designed to accommodate children who weigh up to 100 pounds.

Survey Shows Increase in Customer Satisfaction

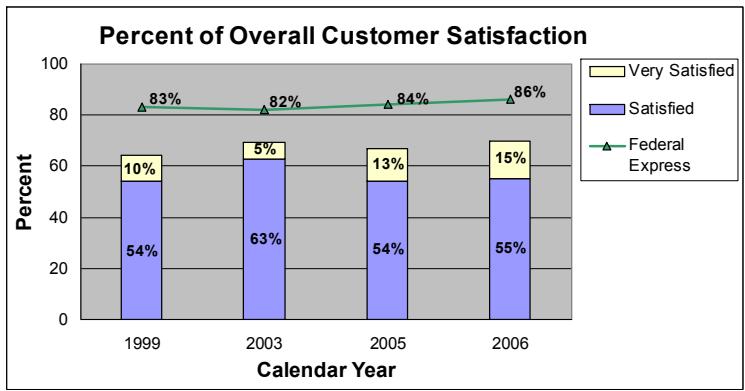
by Sally Oxenhandler

About 70 percent of Missourians say they’re satisfied with MoDOT, a three percent increase over last year. Tracking customer satisfaction was one of the main purposes of a recent study commissioned by the Missouri Transportation Institute.

The survey, conducted in May through random telephone interviews with 3,500 adult Missouri residents, also shows that dissatisfaction with MoDOT has dropped seven percent, from 30 percent in 2005 to

23 percent in 2006. Of the 70 percent who said they’re satisfied with MoDOT, 15 percent said they were “very satisfied” and 55 percent said they were “satisfied.”

The survey also showed that 73 percent of Missourians think MoDOT provides timely information, 71 percent think we give accurate information and 71 percent rate us as providing understandable information.



All MoDOT employees play an important role in providing good customer service, but the customer service representatives are on the front line often making the first impression. (Photo taken at the statewide customer service meeting held in May in Jefferson City.)

Nearly half of the respondents also believe MoDOT projects have been the right solutions to Missouri’s transportation problems. Those surveyed were asked to con-

sider decisions made concerning highway and bridge repairs and expansions, safety programs, public transportation, public information and roadside assistance.

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Safety Check
MoDOT employees perform safety seat checks in Cape Girardeau

New Laws
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unveiled on Aug. 28.

New Booster Seat Regulations

The new booster seat law will help keep older children safer in motor vehicles. It requires a child to be in a booster seat between the ages of four and seven, unless the child weighs at least 80 pounds or is at least 4 feet 9 inches tall. It also increases the fine for those who do not properly restrain children to \$50 plus court costs.

“The previous law only required children under age four to be secured in an approved child safety seat, so many children weren’t being adequately protected,” said Highway Safety Director Leanna Depue. “Just a few more

years in a booster seat can help prevent serious injury and may even save your child’s life.”

Serious injuries can result from improperly fitted safety belts, particularly for children ages four through seven who are secured only in a regular safety belt during a crash. These injuries are commonly known as “seat belt syndrome,” which are often life threatening or disabling. Booster seats help prevent this syndrome from occurring by raising the child up so the lap and shoulder belt fits them properly.

TRIP Reports on Missouri Interstates



Flanked by Len Toenjes, president of the Associated General Contractors of St. Louis, and MODOT Director Pete Rahn, Carolyn Bonifas, associate director of research and communications for The Road Information Program, talks about the national transportation research group’s findings on the condition, impact, use and future needs of Missouri’s interstates. The news conference was held in St. Louis on June 8. The TRIP report indicates that our interstate system saves Missourians \$14.4 billion annually in safety benefits, saved time, reduced fuel and lower consumer costs. However, the group warned that Missouri may lose some of those benefits because it faces a \$10 billion funding shortfall for interstate repairs and improvements over the next decade. The full report is available at www.tripnet.org.

MoDOT Signs On to New Program

by Megan Mills

With more than 600,000 signs state-wide, MoDOT has its hands full making sure the signs are well maintained and visible to the traveling public. However, a new program put into practice by MoDOT’s Sign Production Center known as SignTrack will help workers track a sign’s lifecycle and keep up-to-date records.

“SignTrack will save MoDOT workers a lot of time and resources and make Missouri roadways more visible,” said

of the condition and maintenance performed on each sign. The log will also help determine how well each product is holding up and contain data on actual warranty duration. The inventory log portion of the program will replace and enhance the current manual methods of cataloging the signs.

Currently, the production center uses a spreadsheet system to keep track of inventory. Requisitions come in electronically, are printed and then job tickets

are hand-typed before being sent to the production floor. SignTrack will roll these processes into one, saving time and reducing the margin of error.

The system will be maintained, shared and backed up regularly. Users will be able to log onto the system and choose the particular function they wish

to perform, whether it be entering field data or adding signs to the warehouse inventory. The program was developed and modified by SignCAD, a company already used by MoDOT’s Sign Production Center.

The portion of the program that will automate the Sign Production center is currently being tested in the sign shop and will hopefully be up and running by the end of the year. The inventory log should be complete this fall.

These two components of SignTrack will eventually be part of an overall system that will take a sign through its entire life cycle. The system also has room for added technologies that will help with data entry and sign location, such as bar coding and GPS



John Nailer, a seasonal crew worker at the Central Office Sign Shop, prepares a new highway sign. SignTrack will help keep track of the sign’s condition and maintenance needs until it has to be replaced.

Eileen Rackers, MoDOT state traffic engineer. “Every sign and its condition will be regularly monitored, which will allow district staff to quickly and easily identify signs that need to be replaced or repaired among other applications.”

Monitoring a sign’s life cycle is important in reaching MoDOT’s goal of improving roadway visibility. With the program, sign production and delivery will be more efficient and sign quality will be easier to maintain. A sign’s reflectivity decreases with age and SignTrack will be able to determine when it should be replaced. The replacement depends on the sign sheeting’s life expectancy, between 10-12 years.

Another part of SignTrack, the inventory log, will allow workers to keep track

For Your Benefit

Several policy changes are taking place that will affect your benefits and how you’re reimbursed for employee expenses. Listed below is a brief summary of those items.

Employee Reimbursements

The Office of Administration is implementing a new process that will change how you are reimbursed for expenses. The payment will be directly deposited into your checking account – the same as with your paycheck. This change, which reduces costs and processes the payments faster, was effective June 16. OA plans to offer a Web site for you to check your payment information. More details will be provided as they become available.

Vehicle Mileage Reimbursements

Changes in mileage reimbursements became effective July 1. Now if you use your personal vehicle for business travel because you choose to, you’ll be reimbursed 23 cents per mile, the cost for MoDOT to operate its fleet vehicles, instead of the state mileage allowance of 41.5 cents per mile (the state mileage allowance increased from 37.5 cents because of rate changes based on the Internal Revenue Service standard mileage rate). If you have to use your personal vehicle for business travel because a pool car is not available or your supervisor requests you use your personal vehicle, you will be reimbursed 41.5 cents per mile. You will not be reimbursed if you choose to use your personal vehicle for business travel rather than car pool with other employees traveling to the same location. As always, reimbursement for personal car mileage must be pre-approved by your supervisor. The personal vehicle reimbursement rate will be evaluated annually and adjusted as necessary to keep pace with the cost of operating our fleet vehicles. If you have questions, contact Debbie Kraus at 573-526-1376 or your district support services manager.

New Employee Benefits System

A new Web-based management system headed your way in October will allow you to make changes to certain health and life insurance benefits online. For example, you’ll be able to add or drop dependents on your life insurance policy or change your beneficiaries without the hassle of all the paperwork you now have to submit. The system will also help us comply with new federal privacy and security standards designed to protect your personal health information. As a result, you’ll be able to use a unique identification other than your social security number to access the system. You’ll receive detailed information on this new option in the mail. In the meantime, contact Employee Benefits at 573-526-0138 if you have any questions.

Deferred Compensation

By now you have probably heard that a new vendor took over the state’s deferred compensation program on June 1. CitiStreet replaced PEBSCO as the plan administrator. CitiStreet recently hosted informational meetings for employees to provide more information about the transition. You should have received a mailing from CitiStreet providing you with your Pin Number for electronic access to your account information.

Smoking Policy

Changes to our smoking policy to protect nonsmokers from second-hand smoke went into effect July

1. Smoking and the use of smokeless tobacco will no longer be allowed in any MoDOT facility, including large, open-space work areas of department garages and maintenance facilities. Smoking and the use of smokeless tobacco will only be allowed in outside designated smoking areas.



2007-2011 Missouri’s Five-year Transportation Construction Program Approved

by Sue Cox

MoDOT’s game plan for the next five years is set. The Missouri Highways and Transportation Commission called the signals when it approved a new five-year statewide transportation improvement program at its July 11 meeting.

The Statewide Transportation Improvement Program lists all transportation projects planned by state and regional planning agencies for a five-year time period. The new game plan is for fiscal years 2007 through 2011.

This program includes more than 900 highway and bridge projects, along with multimodal projects. The five-year program is updated each year, with a new fifth year added as one year of work is completed.

The new STIP totals approximately \$7.1 billion over the five-year period. This includes \$5.7 billion for highway and bridge projects, \$0.7 billion for other modes of transportation, and \$0.7 billion for city and county transportation projects.

“Together with MoDOT’s planning partners throughout the state, the

districts have determined their region’s highest priority transportation needs and projects,” said Transportation Planning Director Machelles Watkins, whose Jefferson City office is responsible for putting together the transportation program.

The new STIP focuses on two goals. “One is to deliver the commitments that have been made,” Rahn said. “The second is to improve the conditions of Missouri’s major roads.

“We’ve had to concentrate on needs rather than on projects in the year that’s been added to the STIP because funding projections drop off dramatically in 2011. There’s not money available for adding new major construction projects in 2011 because the Amendment 3 resources run out, and our state transportation program goes back to normal spending levels.

A map showing all highway and bridge projects and both partial and complete listings of major STIP projects and scoping needs are available at www.modot.org.

Get Ready, Get Set, Give!

by Kristi Jamison

The 2007 Missouri State Employees Charitable Campaign, “Gifts That Grow,” will kick off Aug. 29. This annual fundraising drive provides state employees the opportunity to make contributions to dozens of charitable organizations that help make our state, our nation and the world a better place for everyone.

“MoDOT employees are known for their care and compassion towards others,” said Chief Financial Officer Roberta Broeker. “I am proud of how generous MoDOT staff members have helped meet the challenge to support agencies that are on the front lines of helping people in need.

“Just as one of our highway safety mottoes implies, the difference is YOU. I encourage you to consider donating to the charitable campaign this year or to increase the amount you have given in the past.”

In the last two years, MoDOT employees have donated more than \$240,000, out-giving all other state agencies and offices except for the Department of Corrections. In that timeframe, donations from all state employees have raised more than \$2.1 million for charitable organizations.

Donating to the campaign is strictly optional for all state employees. If you

choose to participate, there are lots of options to choose from and it’s easy to make a pledge. You can designate your pledge to one or more of the 1,200 participating charities or MSECC can allocate your contribution to all charitable organizations in the region where you work. Donations can either be au-



tomatically deducted from your paycheck, or you can make a one-time contribution by check or money order. Another option: host a fundraising event with your coworkers then donate the proceeds to the campaign. There are a lot of options to consider. Just remember, if you decide to donate, the amount of your contribution is a personal decision. Any gift, no matter how big or small, is appreciated.

A printed booklet giving information on participating charitable organizations and pledge cards will be available in September. For more information, call MoDOT’s MSECC Coordinator Cheryl Bonner at 573-526-2470 or go to www.msecc.mo.gov.

Computer Program Manages Work Zones

by Megan Mills

This year is MoDOT’s biggest construction season ever, so it is fitting that traffic engineers developed the first-ever computer program for determining appropriate work-zone management strategies. The Transportation Management Plan, which was completed in

March, will make it quicker and easier for MoDOT workers to determine the appropriate options for each work zone project.

“Prior to this system, each district had their own work-zone management checklists based on past history,” said

Dan Smith, MoDOT traffic studies and corrections engineer. “TMP offers a much more unified management system and covers a wide variety of alternatives for work zone related issues.”

The Work Zone Quality Circle, MoDOT’s work zone management task force, came up with the idea after receiving the Federal Highway Administration’s Work Zone Strategy Matrix. The FHWA’s system outlines several “triggers”- or reasons- for needing to use the matrix, possible solutions, and the pros and cons of each solution.

Based on FHWA’s matrix, MoDOT’s computer program was organized around four major “triggers,” or project goals. These triggers focus on time concerns, public impact, location and traffic flow. Under each trigger, workers can select options like “short-term project” or “concerns for worker safety” and the system will display the possible strategies that will meet the goals of each project. The strategies are accompanied by additional pertinent information, such as whether increased enforcement or public information is needed.

“TMP is a much more proactive approach to managing work zones because now we can identify concerns

and implement strategies before they become a problem,” Smith said. “It also makes it easier to determine the best practice, allows workers to complete projects more efficiently, and increases safety and reduces delays for the traveling public.”

TMP will be used at the very beginning of the work zone planning stage in order to choose the most effective methods from the start and will be re-evaluated in the design stage to further ensure that the plan is the most effective. Construction personnel will also be able to use the program to find a solution if concerns arise while the work zone is in operation.

Updating TMP will be an ongoing process as new and innovative solutions become available. Future plans include looking at a way to inventory a project, providing a document of what worked and what didn’t and allowing further improvements of the system.

“Identifying work zone management strategies is becoming a nationwide trend,” Smith said. “Improving work zone management is one of MoDOT’s major focuses and other states are noticing our progress. Several Midwest states have shown interest in reviewing the program.”



A new computer program developed by MoDOT traffic engineers helps districts better manage work zones, keeping workers and motorists safer and traffic flowing smoother through sites like this one on Interstate 44.

Express To Success

E2S Workflow Structure Allows for Better Planning and Communicating

by Matt Hiebert

We’ve all heard of the STIP. It’s the overall plan that guides MoDOT’s construction program for a five-year span. It breaks down projects by cost and the time it will take to complete them. It lets employees and citizens know where and when MoDOT will be investing Missouri’s transportation dollars.

This is the same concept behind the workflow plan for Express to Success, Information System’s new work structure. With E2S, divisions and districts will know where their work request fits in the department’s big picture and when they can expect results.

Mike Miller, director of IS, said that details on E2S workflow are now in solid form.

“We have come upon a way to receive and note all work requests from our partners, not just the large projects,” Miller said. “This will enable IS to allocate, or ‘slot,’ work so we can get back to our partners and give them an accurate estimate of the investment and timeline of that work.”

Before, IS would take on a job and do their best to complete it when time and money allowed. This made it tough to hit deadlines and financial targets. The new workflow will have prioritizing rules and guidelines in place that allow IS to know what work is most important. This investment strategy ensures IS is focused on the highest priorities and has flexibility to meet its changing demands. “While it may not always be what our partners want to hear as far as a timeline, getting back to them with an estimate is far better than leaving them with no communication on when we can get to something,” Miller said.

Priorities will be determined by a list of established rules. The rules will determine where the need fits in MoDOT’s big picture. Obviously, some jobs will jump to the top of the list when necessary.

“We all know that things happen. Unexpected things come up and have to be done quickly,” Miller explained. “That’s our highest priority work. For the rest, we’ll work with the heads of divisions and districts to find out where their priorities are.”

IS maintenance and repair jobs are subject to separate criteria. If an issue helps “keep the doors open,” resources are slotted almost instantly. This work will still be tracked, but it falls into a separate category than a new technology or enhancement work request.

The process works something like this: Division and district heads work with IS customer service liaisons to determine resource requirements and make sure requests aren’t duplicated. This is called the “1 to N” list. From there, these requests are added to the larger “1 to M” list that covers all of MoDOT. Time, money and manpower are integrated into the investment request equation and a time estimate is given back to the requesting unit.

“We’ve presented this to the Information Technology Improvement Program committee and they agree that IS needs to prioritize and track incoming jobs in this way,” Miller said. “We’re working with them to finalize the rules of prioritization so we can better communicate with our internal partners.”

Playing It Safe Has Its Rewards

by Patti Knopke

At the beginning of 2006 a new addition to the safety awards was implemented, the option for time off. Those employees in safety sensitive positions, who are eligible to receive annual safety awards, can now choose four hours administrative leave as their reward for staying safe on the job.

With the busiest construction season in the works, MoDOT employees have placed safety at the top of their priority list.

Safety is always a priority for Kandi Garner, an intermediate crew worker in Maintenance, who says, “Safety is important everyday. The MoDOT apparel or time off is just a bonus.”

Garner revealed she would most like to have a MoDOT hooded jacket if she receives a safety award, but the option for administrative leave would give her some time to spend with her three teenage sons, so she hasn’t made up her mind just yet.

David Powell, a senior maintenance worker, is excited about the opportunity for some time off. “I like to fish and hunt. An afternoon off would give me the opportunity to do that. Our job is very dangerous and every day we see more of the traveling public preoccupied with cell phones and other distractions, just making it through some days safely is a reward in itself.”

Feel It in the Seat of Your Pants

by Megan Mills

Members of MoDOT top management will soon set out on a road trip to check the progress of the Smooth Roads Initiative throughout the state by the way the roads feel in “the seat of their pants.” The phrase was coined by Director Pete Rahn to describe how Missourians judge the roads they travel.

“By accepting the governor’s challenge, we’ve made a commitment to the citizens of Missouri that we would deliver the Smooth Roads Initiative one year earlier than we planned,” said System Management Director Don Hillis. “We believe everything is on track to honor that commitment, but we want to get out to check progress. Doing this now



allows for some adjustments to be made, if necessary, before the end of the year.”

The tour will kick off Aug. 14 on Interstate 70 near Columbia, outlining what MoDOT is looking for, and will continue on all SRI routes across the state concluding Oct. 6. In addition to Columbia, the tour is tentatively scheduled to travel through the cities of Hannibal, Jefferson City, Kirksville, St. Joseph, Kansas City, Joplin, Springfield, Rolla, Cape Girardeau and St. Louis. Several media events will accompany the tour to keep Missourians up-to-date on the status.

The road trip will enable MoDOT to track the progress and ensure the project is complete by the deadline, which is set for the end of 2006. In addition to smoothness, the tour will judge pavement markings, work zone safety, signing, striping and other important roadway safety features. A wrap-up event in St. Louis will detail what was found and what is left to do.

August Service Anniversaries

40 Years	
Shannah A. Taylor	D1
35 Years	
Kent B. Van Landuyt	CO
30 Years	
Jeffery L. Burgard	D4
Michael W. Gibson	D4
Dale A. Comfort	D5
Mary A. Diemler	CO
25 Years	
Larry R. Taylor	D5
Kenneth J. Luhmann	D6
James B. Preuss	D8
Orland E. Crandall	CO
20 Years	
Gary L. Rush	D1
Donald L. Goodsell	D2
Kenneth L. Terry	D2
Michael A. Mellenbruch	D7
Susan R. Koppelman	D9
Roger L. Maxwell	D9
Dale S. Brandt	CO
Steve R. Collins	CO
Charles E. Gohring	CO

15 Years	
James R. Lohsandt	D4
Kevin R. Branch	D5
Harry F. Meyer	D5
Charlotte M. Stewart	D6
Karen L. Fox	D10
10 Years	
Russel J. O’Daniell	D1
Michael B. Raines	D2
Kimberly S. Barnett	D3
Andrea L. Bland	D3
Paul C. Boenisch	D4
Jeffrey W. Clevenger	D4
Clarence H. Overholtzer	D4
Kevin R. Pitts	D4
Larry R. Zeller	D4
Tina M. White	D6
Donald L. Cockrell	D7
Todd N. Tyler	D7
Andy R. Boyd	D8
Arlis D. Humphrey	D9
Rhonda A. Luck	CO
Ivan W. Schmidt	CO
Joan L. Milligan	CO
Nancy L. Bax	CO

5 Years	
Diania D. Sanders	D1
John W. Resa	D2
Paul E. Nittinger	D6
Glendon P. Burris	D8
Gary M. Stevens	D8
Micheal P. Arnold	D9
James D. Henson	D10
Tommy L. Romas	D10
Mehdi Raoof	CO
Denise A. Taylor	CO
Heather M. Downing	CO
Chris M. Noblett	CO
Raye A. Lecure	CO

In Memoriam		
<i>Active employees</i>		
Tempe Humphrey	CO	June 20
<i>Retirees</i>		
Ralph L. French	D2	June 12
Carl A. Moyers	D10	June 14
Francis O. Long	D1	June 17
George M. Meyerdirk	D1	June 26
James J. Beeler	D7	June 27
Lawrence “Sam” H. Mahoney	D2	June 27

June Retirements

Name	Location	Years of Service
Bobbie Ahart	D5	26
Jack Dayton	CO	5
Carrol Hansen	D9	17
Chester Horn	D8	30
Rebecca Howard	CO	10
Ronnie Huff	D4	28
Henry King	D2	28
Randy Lupton	D2	28
Aubrey Marshall	D1	9
Danny Owens	D10	41
Brenda Pearson	D6	22
Thomas Phillips	D10	28
Thomas Ryan	D6	28
James Schaefer	D6	12
Ronald Schook	D6	39
Paul Stegemann	CO	31
Shirley Vogt	D5	12
Danny Williams	D4	30



Central Office

Photogrammetrists Form the Big Picture for Engineers

by Reeve Booth

Photogrammetry is a tongue-twister of a technical word for the science and technology of obtaining reliable measurements, maps, digital elevation models and other mapping data from aerial and space photography. It is also an important first step in MODOT engineering projects.

“Projects that have significant earth-work are usually based on data provided by photogrammetry,” said Stephen Atkinson, photogrammetric engineer for MODOT. “It is a cost effective and safe way to survey large areas.”

Photogrammetrists provide engineers with topographic models of project locations through an intensely complicated process. The photogrammetrist plots a flight pattern over the area to be mapped. Targets are placed on the ground so that the photogrammetrist can identify them later in the photographs. Photographs are taken by specialized cameras mounted in the aircraft fuselage. The flight is flown, the film developed and the photogrammetrist sets to work mapping the area. The photography is viewed in stereo pairs. By placing adjacent images next to each other and focusing on the left image with the left eye and the right image with the right eye, the photo-

grammetrist is able to “see” the image in three dimensions. The man-made features and topography are then digitized to create a model that contains topographic and planimetric features. A number of technological advances in the field have helped to speed the photogrammetry process, a good thing considering the passage of Amendment 3 has accelerated a number of projects.

“Advances in computer hardware and software have enabled us to now use a completely electronic workflow,” Atkinson said. “Because files can be shared over the network, we no longer

lose time mailing photos and documents to and from the districts.”

Currently, photogrammetric projects are done using film photography. However, photogrammetry will soon make the switch to digital.

“We tested digital aerial photography on one project last year and will be doing two digital test projects this year. We are pleased with the results from the first digital project,” Atkinson said. “Digital photography eliminates the problems that are associated with film scanning and is the final piece of an all digital workflow from start to finish.”



Senior Photogrammetric Technician Janet Ruth plots points on an aerial photo to create a topographic model that will provide valuable information on a new project site.

Organizational Results Library Materials Moved to State Library

The office of Secretary of State and the Missouri Department of Transportation are please to announce a partnership, which brings the library of the Organizational Results Division of MODOT to the Missouri State Library. The library material in this collection is a valuable



Danielle Pollock assists staff and others who need research information for transportation projects.

resource tool for state employees and those who need research information in the area of transportation.

Besides bringing the library materials in the collection to the State Library, DOT no longer has to maintain the server space for the catalog and can cancel any main-tenance agreements for the software that had been used. This move also eliminates the need for a separate office space for the library, which had been housed in one of the MODOT laboratory buildings in Jefferson City.

Professional library staff will assist MODOT staff and clientele in searching for information needed for transportation projects. The staff will be working at the State Library in close proximity to the library collection.

Anyone wishing to search the MODOT collection will be able to do so through several

Barb Hague Appointed to National Board

Barb Hague, special projects coordinator in MODOT’s Motor Carrier Services division, was named to a one-year term on the Unified Carrier Registration Board of Directors. She is one of five professionals from state agencies to serve in this capacity.



Hague has 35 years of experience in state transportation regulation, supervision of operating authority applications, licensing, insurance and tariff requirements for intrastate and interstate carriers. She also coordinated the 24-hour online system for motor carrier business transactions with MODOT. “There is a lot of intense work ahead to complete the regulations by the year’s end,” says Hague. “I’m honored to have the opportunity to represent the states on the board.”

The board of directors, appointed by the U.S. Secretary of Transportation, will issue rules and regulations to govern the UCR Agreement, which is the replacement system for the Single State Registration System due to expire on Jan. 1, 2007.

D1

Northwest

Funding Helps Safety Town

by Holly Murphy

You might be surprised if you walked in the gymnasium at Robidoux Middle School in St. Joseph and observed a whole community in miniature scale. The community is set up with small buildings such as a school, church, fire station and hospital. Also intertwined through the buildings are city streets. The streets have been marked with signs and working stop lights that direct young tricycle drivers and pedestrians.

This is Safety Town, an annual event sponsored by the St. Joseph Safety Council, teaches area children ages five to seven how to stay safe.

Here children have the opportunity each day to use tricycles, which are equipped with seat belts, to navigate through the town. Each child must wear their helmet and their seat belt to participate in the daily event. An adult leader walks



Blueprint funding made the purchase of additional tricycles for Safety Town possible this year.



Sarah Aebersold, five-year-old daughter of Shelly Aebersold, Northwest District customer service representative, enjoyed riding the tricycles through Safety Town.

beside them and explains what the signs mean while guiding them through the town. This year the Safety Council needed more of these specially equipped tricycles for Safety Town. Community Relations Manager Elaine Justus worked with the Safety Council to use Blueprint safety funds to help obtain 10 of these tricycles. Children learn how to stay safe in a variety of situations at Safety Town. Area law enforcement officials play a big part, and are on hand for most of the event to give presentations on gun safety, stranger danger, Internet safety,

and the dangers of electricity. More than 160 children attended this year's event.

"Safety Town is a great learning opportunity for children. They receive useful safety information, and have a good time while they learn," commented Shelly Aebersold, customer service representative, who sent her daughter to Safety Town in June.



The MEROC unit was on hand for the "2006 Sound of Speed Air Show" at Rosecrans Memorial Airport in St. Joseph in July. The show was held to celebrate the 60th anniversary of the Missouri Air National Guard.

MEROC Assists Air Show

by Holly Murphy

The Mobile Emergency Response Operations Center and crew were personally invited to assist with the 60th anniversary celebration and air show for the Air National Guard at Rosecrans Memorial Airport in St. Joseph. As with any event, emergency services must be present and prepared to respond in the event of an accident. The communication technology available through the MEROC makes it possible for all emergency responders to communicate with each other. Often in the event of a major disaster (such as 9-11), emergency responders can not communicate with each other because their radio communications do not interact. With the technology available in the mobile response unit, operators can interface among all radio frequencies. Throughout the air show communication operators with the Air National Guard worked out of the unit. Traffic Communications Coordinator John Diggs was on hand throughout the three-day event to explain the technology and work alongside the members of

the communication team. The MEROC was able to connect 75 users operating on eight different technologies into one channel of communication. Last year, the MEROC was on hand to assist with communications for the bioterrorism drill held in Maryville. During this drill, a representative with the Air National Guard toured the vehicle and was very impressed with the capabilities the mobile unit could bring to an emergency situation.

The air show was attended by thousands of spectators who came to see the aircraft and spectacular air show. Pilots from across the nation were there to fly demonstrations and a reenactment of the attack on Pearl Harbor.

Thankfully, no assistance was needed for any major emergencies; however, air show officials were secure in knowing that they had the best emergency response communications capabilities available.

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D2

North Central

Spanning the Globe or at Least the State



District 2's concrete crew works on I-44 in St. Louis near the Chrysler plant.

District 2 is leading the charge towards an era of blurred district lines encouraging employees to assist other districts to get the job done. Within the last six months District 2 employees have worked in an unprecedented six other districts, assisting their fellow employees across 70 percent of the state's different regions.

The majority of the projects District 2 has assisted with are SRI projects, and the remaining projects are STIP commitments. Recently Chief Engineer Kevin Keith stopped by the I-44 project in St. Louis and spoke to employees with the concrete crew. "I have been very impressed with how MoDOT has lived our One Team value in completing SRI," said Keith. "The way our districts have pulled together helping each other is great."

Who, What and Where –

D1 (SRI) – Maintenance crew members Greg Page, James VonBurg, Larry Finley, Brandon Norton and Jeff Allnutt from the Trenton building are spending five months assisting with signing across I-35.

D3 – From the Macon Construction office Larry Dixon is spending two months inspecting a bridge re-deck near Memphis, John Buck three weeks inspecting a resurfacing project in Scotland and Knox counties, and Preston Kramer five months inspecting a bridge replacement in Lewis County. For more than a year, a big focus for design and survey has been the project to four-lane Route 36 from Macon to Shelbyville, a large portion of which is in District 3. Working on this project from Project Development – Paula Gough, Brian Haeffner, Dennis Fes-

sler, Jonathan Bruner, Joe Carter, Scott Cline, Tony Forrest, David Gipson, Erin Gruber, Sam Hartung, Curtis Henry, Keith Killen, Gale March, Aaron McVicker, Bryan Moots, Brandon Runyon, Chuck Schuman and Earl Keune. From the survey party - Steve Miller, Jason Miller, Duane Pennington, Jody Butner, and Jim Wallick. The design and survey work will continue through October 2007.

D4 (SRI) – Maintenance crew members from the Carrollton building also assisted with signing on I-35. David Deitch, Fred Goetting, Eugene Oser, Bob O'Neal and Martin Rainey spent approximately two months on the job. From the Chillicothe Project Office, Bob Hughson and Ryan Brobst worked on a bridge project in Ray County from February through June. In May, Scott Stephens began a bridge replacement job in Ray County, which should be completed later this summer. Bryan Brobst has joined Scott on this job.

D5 (SRI) – A statewide contract to place delineators and emergency reference markers across I-70 has kept Jeff Alfrey of the Marshall Construction office busy for three months. Jeff has personally inspected Boone and Cooper counties and been the point of contact with other inspectors across the state. Kevin Walter, Rob Hargrave and Jason Sivils are inspecting a resurfacing project on I-70 in Cooper County, which should be completed in August. From Chillicothe Construction, Charles Langewisch has been inspecting asphalt for a number of projects for District 5. Charles will potentially inspect over 150,000 tons of asphalt this season. Once the job was completed in D4, Bob

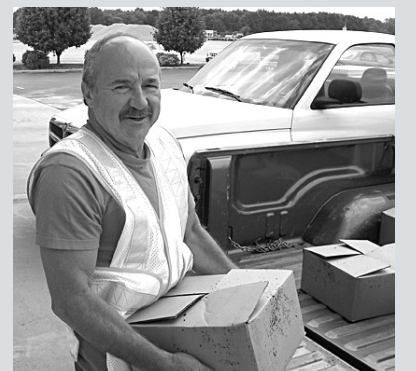


Hughson joined the folks from Marshall Construction on the I-70 resurfacing project.

D6 (SRI) – The concrete crew worked on I-44 and other locations around the St. Louis area. Crew members Mike Wigman, Donnie Asher, James Hannink, Charles Harris, Larry Halloway, James Jackman, Gayle Leake, Rodney Milford, Berry Oldro, Darrell Pegelow, Darrell Philips, Brian Reams, Aaron Sanders and Gavin Smith assisted District 6 for one month.

D10 – Pam Carnahan and Kent Wray spent six weeks working on right of way appraisals for a project on Route 72. They also spent a week in District 10 meeting with property owners and conducting negotiations.

By working together and remembering the One Team value, MoDOT is becoming more efficient and effective than ever. "I am proud that our district is leading in this effort," said District Engineer Dan Niec. "I want to thank all of these employees who have worked in other districts this year giving their best to complete not only SRI, but other priority projects across the state."



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D3

Northeast

Memorials Vivid Reminders of Safety

The revamping of the outside living memorial and a new indoor memorial plaque serves as a reminder to the importance of paying attention in a work zone. Families of the nine employees who lost their lives while in service to MoDOT, along with the media and Northeast District employees, participated in a ceremony rededicating the memorial area. Although the outdoor

memorial had been in existence for 16 years, the blue spruce tree that had been planted in 1990 had begun to overshadow the memorial rock listing names of those who had lost their lives while serving MoDOT. Family members in attendance were given a Missouri state flag in honorarium of their loved one. Pictures of the event are online at www.modot.org/northeast.



(Top) Maureen Mayer, wife of the late Bob Mayer, receives a handshake and a flag from MoDOT retiree Bucky Ward during the employee memorial ceremony. (Bottom) Todd Roth, Debbie Malone, and Darrel Britt, three of the employees who helped create and organize the memorial and ceremony, stand between the poem and tree that are part of the memorial area.

Cinders Enhance Highway Appearance

“When placed with oil, cinders are an excellent material to help preserve the highway,” said NE District Maintenance and Traffic Engineer Mark Giessinger, who also noted that because the cinders are black, they are also popular with the public. “When completed, motorists know we have been taking care of their road, and this

makes them happy.” The key, however, is to let drivers know when we’re going to be on their road because the mixture does contain oil. The district does this by putting up a message board at least a few days prior to the project. They also send news releases to the media, and if necessary send a letter to area residents’ homes or go door to door.



Crews from the Shelby, Knox and Scotland counties teamed up for this cinder seal on Route 151 in Shelby County.



The Arrive Alive message was shared with more than 9,000 spectators during the National Tom Sawyer Days parade in Hannibal. NE Regional Outreach Coordinator Ben Spurgeon, his wife, Jennifer, and several family members, along with Taylor Brown, son of Marisa Brown, and his friend Tyler Osborne threw candy and Arrive Alive bracelets.

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Retirements



Mike Neal from the Mexico maintenance facility retired after 26 years of service.



Steve Brammer, supervisor for the Wayland maintenance facility, retired after 33 years of service.



Glenn Rice, transportation project designer, retired after 40 years of service. He will return under the 1,000 hour program and will serve as chairman of MoDOT’s Employee Heart Walk team.



David Roberts from the Centralia maintenance facility retired after 12 years of service.



By working with Highland High School, MoDOT and area officials have added a turn lane on Route 6 to make for safer travel. The sign and striping crew put the finishing touches on the project.

D4

Kansas City Area

D4 Team Responds to Clinton Building Collapse

by Steve Porter

A fatal building collapse in Clinton's downtown square brought dozens of rescuers to the site late Monday, June 26. Among them were MoDOT specialists in District 4.

The collapse of the three-story Elks Lodge trapped 10 of 55 people gathered in the building at mid-evening. Ron Faulkenberry, MoDOT maintenance superintendent, his oldest son, Jeff, and Steve Bryant, maintenance supervisor for the Clinton area, were among many MoDOT workers soon on the scene. En route from his home 14 miles away, Faulkenberry called Assistant District Engineer Chris Redline to authorize trucks, equipment and manpower to aid in the rescue.

Bryant and other MoDOT workers helped establish traffic control with cones and barriers at several intersections near the collapse site. They switched signal lights from blinking to cycle to move traffic on Business Route 13 and helped direct a steady flow of emergency workers toward the scene.

Faulkenberry also called D4 Bridge Maintenance Engineer Paul Russ, who arrived from his Cass County home within an hour to help evaluate whether the fallen debris was structurally sound enough to send in rescuers. Russ and Faulkenberry set up transits to monitor the unsteady wall and detect any shifts that could spell trouble.

"I watched it all night and it didn't move at all on my side," Russ said. Faulkenberry was on the other side, checking his transit two or three times a minute to make sure workers weren't further endangered.

"It was boring, yet intense," he said of the vigil.

Transportation Project Manager Paul Boenisch and his wife, Donna, also responded to the scene. They are members of Missouri Task Force One, which is among 28 federal urban search and rescue teams authorized through the Federal Emergency Management Administration. The team provides hazard assessment in building collapses and suggests ways to safely work in unstable debris. Although he has worked other building collapses, fires and vehicle crashes, Boenisch (who also serves as a firefighter) said this is the first incident he's assisted with in which people were trapped.

Most of MoDOT's workers stayed throughout the night, leaving well after daybreak. Several are members of area volunteer fire departments, including Faulkenberry. By mid-morning Tuesday, all trapped victims except for one were rescued. Several were admitted to regional hospitals, flown there by helicopter ambulances.

Tony Komer, 32, the exalted ruler of the Elks group, died in the building collapse.



Paul Russ

Maintenance Superintendent Ron Faulkenberry secured MoDOT trucks, equipment and manpower to aid in rescue efforts when a three-story Elks Lodge building collapsed June 26 in Clinton, Mo.

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MoDOT Employee Takes a Turn Around the Speedway

by Joel Blobaum

Motorist Assist Operator Scott Banes had a good answer ready if his children asked him what he did at work on June 23.



Joel Blobaum

"I never thought I'd drive into pit row," Scott Banes remarked as he came to the end of his lap around the Kansas Speedway.

"Oh, I drove a lap around the Kansas Speedway track."

Banes, a self-described "NASCAR nut," jumped at the chance to join a convoy of vehicles in a controlled-speed lap around the Speedway oval. The event was the Kansas City segment of one of the main activities planned to celebrate the 50th anniversary of the Interstate system – the reenactment of the first Transcontinental Motor Convoy of 1919.

Lt. Col. Dwight D. Eisenhower participated in the 1919 expedition,

which consisted of 81 motorized Army vehicles and about 300 people. After participating in the convoy, and after seeing the autobahns of Germany during

World War II, President Eisenhower advocated building an Interstate highway system in the United States. His dream became a reality when he signed the Federal-Aid Highway Act in 1956.

Following the event at the Speedway, the Kansas segment of the reenactment rejoined the main convoy by traveling north through Missouri on I-35. But not before Banes got to see the

Speedway from an insider's point of view.

"This is too cool," Banes said as he eased the Motorist Assist vehicle around the track. "I couldn't pass this up. What an opportunity!"

District Engineer Beth Wright and Senior Community Relations Specialist Steve Porter also drove MoDOT vehicles in the one-lap event, which was followed by a safety carnival and speeches by various dignitaries, including MoDOT Director Pete Rahn.

Oak Grove Residents Comment on Route F Improvements

by Jennifer Benefield

A public hearing drew 54 people to the Oak Grove Civic Center June 22 to view and comment on preliminary plans to relieve congestion and improve traffic flow along the Route F corridor just south of Interstate 70.

Although convenient to travelers and shoppers, the addition of gas stations, fast food restaurants, a motel, a large truck stop/travel center, and a big box store adjacent to the I-70/Route F interchange generates traffic congestion and causes backups onto the interstate during peak travel periods.

The proposed project calls for the widening of Route F, locally known as Broadway Street, to up to five lanes from I-70 to 10th Street. Additional work would include drainage upgrades, curbs and sidewalks, widening of the eastbound and westbound off-ramps at I-70, widening of the turning radius at the intersection of the East Outer Road and Salem Street, and installation of permanent signals at 12th Street.

In July 2004, 5th Street residents in Oak Grove delivered a petition to District 4 headquarters containing the signatures of 1,145 Missouri citizens requesting that the project not relocate traffic from the I-70 East Outer Road

onto 5th Street. District 4 design staff then developed a variety of designs that honored the citizens' requests.

"We held a meeting in October 2004 and presented five conceptual plans," said Project Manager Allan Ludiker. "We reviewed the public comments, and with the help of District 1, have since developed a preliminary plan we believe will help to relieve congestion, improve traffic flow, and reflects the wishes of the community."

Combined right of way and construction costs are estimated at about \$4 million. The project is scheduled to be constructed in 2008 and should address traffic needs for the next 10 to 15 years. Right of way staff estimates the project could impact up to 40 properties along the corridor. Although the majority of widening will take place within existing MoDOT right of way to minimize land purchases from property owners, temporary easements to accommodate construction will be needed from most.

"Our goal is to limit the impact to property owners as much as possible," said Ludiker. "These types of projects are always a challenge."

D5

Central

District Mechanics Keep MoDOT Rolling

by Holly Dentner

From pool cars to pull pavers, there’s not much the district garage can’t handle. Six mechanics, an auto body specialist, a welder, a shop supervisor and senior office assistant stay busy year round taking care of both district and Central Office equipment.

Garage mechanics have four major responsibilities: mounting and repairing specialty equipment, making auto body repairs, repairing general equipment and welding.

Specialty equipment can range from the machinery used by the Central Office Under Bridge Inspection Unit to the millers and guard rail mowers used by District 5. The garage can perform routine maintenance on the equipment or make repairs as needed.

The auto body specialist can handle any type of vehicle’s body work, including collision repair or complete paint jobs. Mechanics can work on engines, transmissions, brakes, or any other system or vehicle part.



Holly Dentner

Equipment Specialist Chris Stuckenschneider repairs the transmission on a tractor.

“Anything you would find at a commercial auto body or service shop, you will find here in the district garage,” said Shop Supervisor Terry Redel. “We service 422 units from Central Office and help the district with the 630 units in their fleet.”

In addition to standard welding needs, the garage welder can repair truck beds, fabricate parts for dump trucks bodies, or repair mower decks and loader buckets when they are damaged or rusted.

Until last year the garage was managed under Central Office, but switched to district management with some streamlining of mechanic responsibilities. The switch allows the district to better plan

and use the specialized tools and diagnostic equipment in the garage, rather than make time-consuming repairs in the field.

“We’re here to support our field mechanics,” said Redel. “If there’s something the maintenance buildings aren’t equipped to repair, we can handle it.”

Redel says the variety of machinery and equipment MoDOT needs – from weed eaters to snooper trucks – makes the garage unique.

“You never know what piece of equipment MoDOT will purchase next, but it will eventually come through our garage,” said Redel. “They haven’t built anything these guys can’t fix.”

Recycled Millings Save on Paving Costs

by Holly Dentner

Crews in Miller, Moniteau and Morgan counties have perfected a method of turning road millings into a smooth, cost-saving paving material. This summer they used millings instead of traditional hot mix to pave some of their minor routes and have discovered it runs about half the normal cost.

Millings are the gravel-sized pieces of old pavement that are removed during asphalt grinding work. The millings from various road projects are stockpiled and screened by the contractor to sift out pieces that are the right size for our use. Larger pieces are crushed so they can also be used.

Once the millings are the right size, district crews use a pug mill mixer to add oil. A pull paver lays the millings out on the road smoothly.

“It took us a few years to get it right, because we had trouble getting the millings the right size,” said Maintenance Superintendent Harold Wolf. “This year, screening the millings and using a pull paver instead of a motorgrader has made the application much smoother and has worked very well.”

Not only does the process recycle material, it also saves money. Standard hot mix runs about \$35 per ton in the area, and the recycled mix is averaging around \$12 to \$16 per ton.

“We’ve used around 15,000 tons of millings to pave some of our low volume routes, and we’re not finished yet,” said Wolf. “This has turned into a great way to recycle discarded material into something valuable and useful.”



Harold Wolf

Route AA in Morgan County receives a fresh layer of pavement created from recycled millings.

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Summer Retirements

At one time or another, we’ve all done the math in our head to figure out how many years we have to work before we can retire. The years go by and suddenly it’s time to pass the torch to someone else. For the following district employees, that time has come.



Larry Gregory retired from District 5 on May 1 after 27 years with MoDOT. He worked as a

field mechanic at the Warsaw maintenance building and as a mechanic in Sedalia. Larry continues working part time as an equipment inspector, but he says he’s going to enjoy hunting, fishing, and taking care of the 70 acres of property he owns just outside Warsaw.

Marilyn Turner

retired on June 1 as regional maintenance supervisor at the Fulton maintenance building. She worked at MoDOT for 24 years and was the first female maintenance worker hired in District 5. She has always worked at Fulton, working her way up from crew worker to crew leader, and was promoted to supervisor four years ago. Marilyn will spend her retirement in a new home she just finished building near Fulton.



Bobby Ahart

retired on June 1. He was a senior construction technician, but also worked as a construction techni-

cian, intermediate crew worker, and crew worker during his 26 years with MoDOT. He retired from the Camdenton Project Office and plans to travel and work on his farm near Tusculumbia.

Shirley Vieth’s

last day as office assistant at the Camdenton Project Office was June 1. She worked for MoDOT for 12 years after positions at the Departments of Economic Development and Revenue. Shirley got married on June 6 and moved to Lake Saint Louis, but planned on spending as much time with her grandchildren and family as possible before her move.



Harold Wolf

worked for MoDOT for 29 years, and retired on August 1. He started working

as a crew worker in Bunceton, eventually making his way up to local maintenance supervisor in Tipton and then maintenance superintendent at Eldon. Harold recently restored a 1951 John Deere Model A tractor and plans to display it at antique tractor shows.

Lois Bush retired on August 1 as an intermediate crew worker in Warsaw. She worked for MoDOT for 17 years, starting out as summer help at the Cole Camp maintenance building. She has worked in the Warsaw office for the last ten years and says she will really miss working with her crew.

D6

St. Louis Area

MoDOT Celebrates Interstate's 50th Anniversary

by Katie Peterson



Kari Parker

Officials unveil the interstate 50th anniversary sign. After the ceremony, two signs were placed on Interstate 70 between Fifth Street and Route 94 in St. Charles. (L-R) MoDOT Director Pete Rahn, District Director for U.S. Representative Kenny Hulshof Tim Rich, District Director for U.S. Senator Jim Talent Kacky Garner and Project Coordinator for U.S. Representative Todd Akin Jim Mitas.

The Missouri Department of Transportation celebrated the 50th anniversary of the interstate on June 28, highlighting Missouri's contribution to the interstate network as the home of the first project located at Interstate 70 and Fifth St. in St. Charles.

The celebration occurred at the Heart of St. Charles Banquet Center. The actual ceremony was held outside the center overlooking the interstate with six classic Buicks from the 1950s on display. The Buicks were courtesy of the St. Louis Gateway Chapter of the Buick Club of America.

The event celebrated what started as an idea 50 years ago. President Dwight Eisenhower thought a system of connected highways was needed for military defense during times of war and for the growing number of the driving public during times of peace. This idea was made reality in 1956 with the passage of Federal-Aid Highway Act.

Today, the interstate has grown to more than 40,000 miles. The interstate network is considered to be one of the most significant developments in transportation history contributing to the nation's mobility, economy and community growth. Missouri can proudly claim to be the home of the first interstate contract and project in St. Charles.

"I think it would have been impossible to predict the benefits this ribbon of highway started," MoDOT Director

Pete Rahn said. "It has changed the way Americans live."

While acknowledging the benefits of the interstate system, Rahn said the interstate is experiencing a mid-life crisis. Missouri is behind in keeping up with the needed reconstruction of the aging interstate. Rahn said the problems must be addressed.

State Representative and Chairman of the Transportation and Joint Transportation Committee Neal St. Onge compared the classic Buicks to the aging interstate, commenting how both require a lot of maintenance.

"We have to start rebuilding. I will accept Rahn's challenge," St. Onge said. Representatives from the offices of U.S. Senator Christopher 'Kit' Bond, U.S. Senator Jim Talent, U.S. Representative Kenny Hulshof, U.S. Representative Todd Akin and Governor Matt Blunt were also speakers. Assistant District Engineer Greg Horn was the master of ceremonies.

Concluding the ceremony, the 50th Anniversary sign was unveiled. Two signs were placed on Interstate 70 between Fifth St. and Rte. 94 in St. Charles immediately after the event.

State Senator and Senate Pro Tem Michael Gibbons, State Senator Chuck Gross, State Senator Scott Rupp, State Representative Tom Dempsey, State Representative Sally Faith and Mayor of the City of St. Charles Patricia York attended.

Ethanol Blend Fills D6 Tanks

by Katie Peterson



Katie Peterson

Motorist Assistance Shift Supervisor Rick Burns pumps E-85 into a flexible fuel vehicle at the D6 Central Service Station.

A 600-gallon E-85 ethanol tank was installed and ready to pump on June 21 at the District 6 Central Service Station. There are 45 E-85 compatible vehicles out of the 280-light vehicle fleet that will make use of the alternative fuel containing 85 percent ethanol and 15 percent regular unleaded gasoline. No work or additional cost was required to make the vehicles E-85 compatible. The vehicles are designed to burn such fuel.

Ethanol is a clean-burning renewable fuel made from various agricultural products such as corn, corn husks and wheat straw. According to the National Corn Growers Association, ethanol adds oxygen to the gas and reduces carbon monoxide emissions by as much as 30 percent. General Services Manager Bob Zahner said there are three main reasons for using ethanol:

- Reduce air pollution
- Create less dependency on foreign energy
- Support the agricultural economy

"We wanted to do what we could as a major fleet to get emissions down," Zahner said. If the St. Louis metropoli-

tan area does not meet quality air standards, federal funds for area transportation projects could be withheld.

Transportation Planning Specialist Wesley Stephen said using ethanol, as well as other voluntary measures, contributes to improved air quality and helps meet air quality standards.

"If we don't meet air quality standards, then certain mandatory control measures could be imposed on the region," Stephen said. The E-85 also helps the St. Louis Regional Clean Air Partnership to improve the quality of air in St. Louis.

Nationally, the demand for ethanol has rapidly increased. This has caused ethanol prices to rise and be higher in many cases than the price of regular gasoline.

This is expected to change. Zahner said the new structure is experiencing "growing pains." Eventually, supply and demand will catch up with each other, and the price will go below or equal to the price of regular gasoline. Three ethanol plants are operating in Missouri, and one is expected to begin production in the fall.

Nevertheless, E-85 compatible vehicles do not have to run strictly on E-85. They can run completely on regular gasoline too. Zahner said when the price of E-85 is higher than regular gasoline, the fleet will fill up on regular gasoline.

Central Office General Service Manager Jeannie Wilson said St. Louis is the third MoDOT district to have E-85. St. Joseph and Jefferson City already have E-85, and Kansas City is in the process of installing a tank.



Katie Peterson

Dignitaries and citizens cut the ribbon at the Route MM ribbon cutting ceremony held on June 16. From left, District Engineer Ed Hassinger; Katy Forand, staff assistant to Governor Matt Blunt; Peggy Barnhart, representative from the office of U.S. Senator Jim Talent; State Representative Jeff Roorda; former U.S. Senator Jean Carnahan; Route W/MM Citizens Taskforce Chairman Conrad Smith; Jefferson County Presiding Commissioner Mark Mertens; State Senator Bill Alter; and Assistant District Engineer Tom Blair.



Katie Peterson

Crews excavated more than 700,000 cubic yards of dirt and made rock cuts more than 115 feet tall to complete the Route MM improvement project. The new Rte. MM was built north of the old roadway.

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D7

Southwest

Passing of the Customer Service Torch

by Lori Marble

How do you pass on a career's worth of knowledge, especially when the employee has been recognized as a pioneer?

That was the dilemma faced by District 7 Customer Service when Lita Cambers, 17-year veteran of MoDOT, announced her retirement. Cambers, already a MoDOT employee, was part of the pilot program creating the first customer service representatives in 1995. Since that time she has earned the trust of District 7 customers and the respect of her fellow employees.

The "Lita's Farewell Tour" idea was born of desperation and quickly took shape, with Cambers calling longtime contacts in maintenance and construction to announce that over a two-day period she would take the two new customer service representatives on a tour of the district.

"It was a great opportunity to see firsthand the projects we've only heard about," said Celesta Dennen, newly promoted District 7 customer service

representative. "More importantly, I appreciated being able to place a face with the name of the people we call regularly to share customer concerns."



Lita Cambers, left, laughs as she introduces Osceola Maintenance Supervisor Johnny Mathews to DeeDee Powell (slightly hidden) and Celesta Dennen, customer service representatives in District 7.

"The bus is leaving!" was Lita's call-to-action as the car tour wound through six counties that first day. Armed with maps, highlighter pens and phone directories, Dennen and fellow customer service representative DeeDee Powell sat in the back seat. Cambers, riding "shotgun," quizzed the reps on where they were in relationship to the district/counties.

"Lita's a great teacher. She had us hopping the whole day," laughed Powell. "I was exhausted when we finished, but it was such a perfect learning experience."

The customer service representatives repeated the experience the following week with a tour of the five southern counties of District 7. Throughout each trip stops were made at maintenance facilities as well as construction sites and visitor centers.

Life After MoDOT...D7 Retirees' Corner

Larry Keene: Ministering Through Music

by Lita Cambers



Larry Keene

Larry Keene retired from Signing and Striping in 2002, after working 15 years for MoDOT. He spent the first part of his career in District 8 and the rest of his career in District 7.

Now that Keene is retired, he works two jobs: one as a part-time car salesman in Vinita, Okla., and one helping his wife Lois with their Songs of Hope ministry.

The Songs of Hope ministry began in 2005. Lois sings in a trio while Keene is the "backstage guy." He hauls her musical equipment and drives her to churches where the trio is singing.

Songs of Hope reaches out to terminally ill patients with songs of comfort, hope and scriptures of healing. They work with hospice centers, hospitals and nursing homes. They hope to eventually extend the ministry to children and the Armed Forces.

In Keene's rare free time, he hunts for deer, fishes and travels. He and his wife visited Mexico and the American southwest most recently.

They live on Oklahoma's Grand Lake in the Duck Creek area. They have one son, two daughters and six grandchildren.

Neosho Facilities Receive Honor

by Lori Marble

District 7's maintenance and construction facilities in Neosho were recognized as Employer of the Month for July by the Neosho Area Chamber of Commerce.



Mark Willis, Neosho maintenance supervisor, discusses road work equipment and operations with the media.

Construction and maintenance personnel took the chamber's members on a tour of the maintenance facility. Members of the local media also attended and had the opportunity to ask questions regarding MoDOT operations.

In commenting on MoDOT's worthiness in receiving the award, Warren Langland, a member of the chamber's Industrial Appreciation Committee stated, "We often take MoDOT for granted. We don't stop to realize how much time and effort go into maintaining the roads."

Grout Isn't Just for Tile Anymore

by Wendy Brunner-Lewis



The area along the Jasper County Route 249 project is dotted with old mine shafts. The contractor is filling the mine shafts with a mixture of fly ash, cement and water called grout to harden the shafts and keep them from filling in.

The shaft pictured was filled with 400 cubic yards of grout.

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D8

Springfield Area



Two 'Flyover' Ramps, RR Bridge For 60/65

by Bob Edwards

A tight, criss-crossing merge point on the Route 65 bridge over Route 60 will be eliminated when the southeast Springfield cloverleaf interchange is rebuilt starting in 2009.

A main feature of the design being developed is construction of two directional "flyover" ramps for the two busiest movements – northbound Route 65-to-westbound Route 60 and eastbound Route 60-to-northbound Route 65.

Another key design component involves building a Route 60 bridge over the BNSF railroad track serving the City Utilities James River Power Plant.

A conceptual plan for the 60/65 rebuilding project was unveiled July 13. Work is starting on property acquisition plans and the final design.

"We know that everything in this concept will keep the interchange functioning well for 20 years," said Project Manager Linda Bokel. "The project does not include six-laning Route 65, but bridge columns for the new directional ramps will be placed so as not

to interfere with adding lanes when money is available in the future."

District Engineer Dale Ricks said the concept addresses the major needs at the interchange, stays within the amount of money allotted and requires little additional property. He is pleased that the construction staging, which involves building the two ramps first, will significantly improve traffic flow early in the project and will minimize traffic tieups during three years of work.

"The design team has done a really good job," Ricks said, referring to the MoDOT designers and those with HNTB consulting engineers of Kansas City. "I'm very happy with where we are."

The two ramps and bridging over the railroad track will cost about \$50 million, provided through Amendment 3. In addition, \$10 million of "taking care of the system" funds will be used to replace the Route 65 bridge over Route 60 and to re-deck the eastbound and westbound Route 60 bridges over Lake Springfield just east of the interchange.



MoDOT and city of Springfield leaders, federal legislative aides and state Sen. Norma Champion, second from right, and Rep. Charlie Denison break ground July 12 to signal the beginning of the I-44/Route 65 reconstruction. Work has begun on the \$25 million project in Springfield – one of the region's top highway priorities.

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D8 at Work

Top photo: Bridge crew seasonal workers, from left, Bob Jasper, Jace Polodna and Larry Allen repair the southbound Route 65 bridge over Catalpa Street in Springfield.

Middle photo: Maintenance crews divert vehicles off of I-44 to the South Outer Road at Lebanon during congested periods, especially weekends. Helping with Sunday traffic control is Conway Senior Crew Worker Rusty Quick (inset). I-44 is reduced to one lane each direction for 10 miles between the Sleeper and Richland exits. The eastbound lanes, closed for reconstruction on June 7, are scheduled to be re-opened by mid-August.

Bottom photo: Springfield Intermediate Construction Inspector Ben Cummings checks elevations on a project to build a new Route 160 bridge over the Sac River west of Ash Grove.



Bob Edwards

Roadside Maint. Supervisor Retires

by Angela Eden

Service: 29 years
(Hired September 17, 1977)

Career: Crew Worker, Lampe Maintenance, 1977; Crew Worker, Sunshine Maintenance, 1994;

Maintenance Supervisor, Rueter, 1995; Assistant Maintenance Supervisor, Sunshine Maintenance, 1997; Special Maintenance Supervisor, Roadside Maintenance, 2000

Memorable Work: Helping develop the "Incarcerated Personnel Work Release



Harvey Gilbert

Program Manual;" serving on the statewide Employee Advisory Committee

Quote: "You can plan – and you always need a plan – but it takes the people you work with to get it done."

Post-MoDOT Plans: Spending time with grandchildren (four, with one on the way) and working on his place at Table Rock Lake

"Talkin' Transportation"
Call-In Radio Show

KWTO 560 AM, Springfield

10-10:50 a.m. Wednesdays

radiospringfield.com

D9

South Central

Vichy Road Bridge Opens Ahead of Schedule

Second SRI Piece to Beat the Clock in Two Months

The much anticipated opening of the Vichy Road Bridge, which spans Interstate 44 in Rolla, occurred to traffic July 15, four weeks ahead of schedule. The original completion date was Aug. 11, just in time for the beginning of the fall semester at the University of Missouri–Rolla.

The bridge, which carries pedestrian traffic as well as vehicles, was in need of replacement due to its poor condition and widening of the interstate below. The reconstruction project was carefully watched by residents of the area who rely on the bridge as a route to downtown Rolla.

The project contract, which includes the bridge replacement, widening and paving of the interstate, was awarded to Gaines Construction of Wentzville at a total bid price of \$14,721,357.85. Work has been underway since January and completion of the entire project is expected by Dec. 31, 2006.

The Vichy Road Bridge is the second item on the South Central District SRI list to beat the clock. The 12-mile total lane reconstruction on I-44 through Cuba was completed 20 days ahead of schedule.

“Our construction staff, maintenance crews responsible for managing our work zones and support departments have done an excellent job of keeping us on track,” said South Central District Engineer Tom Stehn.



The Vichy Road Bridge, which spans Interstate 44 in Rolla, is shown midway through the construction process.

Take Our Children to Work Day – Part II

Alternate Observance Hosted in District 9

Thirty children came to work with their MoDOT-employed parents for Take Our Children to Work Day – Part II on July 13. The original observance was April 28 and participation was high. Some, however, were unable to take part in the activities due to school attendance policies or other conflicts.

This prompted District Engineer Tom Stehn to allow a second observance July 13. The group gathered at the district office that morning to meet one another; pose for group and individual photos; hear presentations about MoDOT; tour the Willow Springs facilities, including the popular salt dome; and view a presentation about seatbelt safety. The presentation featured a rollover demonstrator constructed by maintenance personnel from the Bellevue Maintenance Facility.

“I was pleased to see so many employees willing to share their work with their children,” said Stehn. “It is encouraging to witness the enthusiasm of young people who will be joining the workforce within the next few years.”

Before departing for the day, the children were presented with bags of goodies, which included the Arrive Alive message. The consensus was the best part of the day was spent in the salt dome and seeing the rollover demonstrator.



Thirty children gathered at the Willow Springs Maintenance Facility during “Take Our Children to Work Day Part-II.”

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MEROC Featured at Amateur Radio Field Day

Three District 9 MoDOT employees participated in the recent National Association for Amateur Radio Field Day, hosted at the Civic Center in West Plains by the Howell County Amateur Radio Club. In addition, MoDOT’s Mobile Emergency Response Operation Center (MEROC) trailer served as base of operation for the event.

Intermediate Information Specialists Larry Woodruff and Chris Miller and Service Attendant Wayne McDaniel set up their equipment and broadcast from 1 p.m. on June 24 until 1 p.m. the next day with only auxillary power.

Amateur radio operators train extensively to provide emergency communication in the event of a natural disaster and utilize Field Day as a practice run for those skills.

According to McDaniel, Field Day provided the opportunity to closely simulate the conditions of a natural disaster. “By operating on auxiliary power, we could apply our skills just as if phone and computer lines were down,” he said. “When Hurricane Katrina hit, most of the communication that came out of the Gulf area was through amateur radio. Our Field Day turned out really well and I believe was a good training for an event in our area.”

Several other MoDOT employees stopped by Field Day to see the MEROC and their co-workers in action. The mayor of West Plains, a local judge, law enforcement officials and others also were present.



In the top portion of the photo, a Howell County Amateur Radio Club member broadcasts from inside the MEROC. Below, MoDOT employees Wayne McDaniel and Larry Woodruff attempt radio communication.

D10

Southeast

Win, Win Situation

Community Supports Greenville Park Relocation

by Angie Thomason

In the spring of 2008, Route 67 near Greenville will be widened to four lanes. Currently, the Greenville City Park lies close to Route 67 and the park will need to be relocated. When the project is finished, the park will neighbor Greenville High School.

Project Manager Andy Meyer is pleased the community is receptive to this project.

“It is not every day we work with a community to relocate a city park,” said Meyer. “I’m happy the school district is so supportive of this proj-

The current Greenville City Park has a tennis court and one baseball field.



Angie Thomason



Site of the new Greenville City Park. The new park will have two baseball fields, a tennis court and trails.

ect. The superintendent and the school board have provided valuable ideas to ensure the new park meets the needs of all users and fits the new location.”

Jim Morrison, superintendent of the Greenville School District, believes the new park will be safer for students and the community.

“It’s a win, win situation for everybody,” said Morrison.

Those in the community who currently use the park must cross Route 67 to buy drinks and food. The owners of Richard’s Supermarket in Greenville, Richard and Mary Ann Crites, showed their support by starting a petition in favor of the relocation project. The petition was a success - it had 221 signatures.

The project will not only benefit the community but also area students. Traditionally, when high school baseball and softball games are held, students have to wait hours to play because the park only has one field. Once the new park is completed, two fields will be available so two games can be played at the same time.

The U.S. Army Corps of Engineers are also excited this project is underway. Operations Manager Gary Stilts and Assistant Operations Manager Cindy Jackson agree that Route 67 will be much safer once the project is complete. They would also like MoDOT to assist in a beatification project once construction is finished.

“It would be nice for residents and people passing through to see wildflowers and native grasses along the right of way of the new road,” said James Gracey, natural resource specialist, U.S. Army Corps of Engineers.

The completion of this project will not only mean a safer road, but also a safer recreational area for the community.



Angie Thomason

Mary Ann Crites, co-owner of Richard’s Supermarket, started a petition for Greenville residents to sign in support of the park relocation.

Recent Retirements



Bob Fisher retired July 1 after 29 years with MoDOT. He was a maintenance supervisor in Poplar Bluff.



Dennis Marler retired July 1 after 34 years with MoDOT. He was a maintenance supervisor in Piedmont.

Keeping Kids and Parents Safe

by Mary Kalinowski

MoDOT recently emphasized safety during the city of Cape Girardeau’s annual Parks and Rec Day. The event was held on Thursday, July 6, at the Osage Community Centre.

Safety was the primary focus of the district’s participation. More than 900 children had the opportunity to climb into MoDOT equipment and learn about work zone safety. Parents could also have their child seat inspected by certified MoDOT employees.

“Eighty percent of child safety seats are misused,” said Sharee Galnore, Cape Girardeau Safe Communities coordinator and Southeast Coalition for Roadway Safety member.

The safety seat inspection provides a valuable service offered by the South-

east Coalition. The Southeast District is one of many partners in the coalition.

Parks and Rec Day is a free event and a summer highlight for area families. The event offers prizes, crafts, games and a chance for local organizations and businesses to become involved.

“This is a great way for MoDOT to be up close and personal with the local community,” said Cheryl Ball, assistant to the district engineer. “It gives the public a positive view of MoDOT and provides a great community service.”



Mary Kalinowski

Highway Designer Gretchen Hanks checks a child passenger safety seat at Parks and Rec Day.

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Connections

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Our Interstates at 50: A Missouri Celebration

by Sally Oxenhandler

Missouri celebrated the 50th anniversary of the nation's interstates in style in June, recognizing the important role they've played in shaping our economy and pointing out the need for additional resources to bring the aging, congested highways into good condition. In addition to hosting two interstate anniversary events, we also took part in Kansas' celebration.



MoDOT staff from District 4 participated in the convoy taking a controlled-speed lap at the Kansas Speedway as part of the national celebration of the interstates' 50th anniversary.

On June 22, Director Pete Rahn hosted a public policy forum at the University of Missouri-Columbia that brought together state and national transportation leaders to examine the past, present and, most importantly, the future of our interstates. The event, titled "Our Interstates at 50: A Midlife Crisis," drew about 120 people from across the state to examine the plight of our interstates. The event was co-sponsored by the university's Institute of Public Policy, Truman School of Public Affairs.

Classic Buicks courtesy of the St. Louis Gateway Chapter of the Buick Club of America were on display at the St. Charles celebration.



Director Rahn called for dedicated truck lanes to be a consideration in any future rehabilitation or reconstruction of Missouri's interstates. The keynote speaker at the conference, retired U.S. Gen. Barry McCaffrey, discussed the impact the interstate system has had in shaping the nation's economy, but cautioned that the country must find the resources necessary to sustain and

expand an aging system that has far exceeded its life expectancy.

McCaffrey, who is also an NBC News analyst and HNTB Federal Services chairman, said toll roads, public private partnerships, intelligent transportation systems and technology were the keys to building and maintaining a strong transportation infrastructure. He praised Missouri for making strides to improve its highway system.

A recap of the forum, including the speakers' presentations, can be found on the Internet at truman.missouri.edu/ipp/hwy_midlife_crisis/.

A June 28 event celebrating Missouri as the birthplace of the nation's interstate system followed the public policy forum. State and local dignitaries gathered in St. Charles to re-dedicate one of the nation's first interstate projects - located at Interstate 70 and Fifth Street. That stretch of I-70 in St. Charles now boasts two new signs marking it as the first interstate site in the United States.



From left: Missouri Highways and Transportation Commission Chair Bill McKenna, HNTB Corporation President Scott Smith, retired U.S. Gen. Barry McCaffrey and MoDOT Director Pete Rahn talk informally at the public policy forum at the University of Missouri-Columbia.

With I-70 as the backdrop, Director Rahn laid out the challenge for Missourians. "Fifty years ago, no one envisioned that our interstates would be carrying the amount of traffic they do, nor bearing the weight of the big trucks we have on our highways today," Rahn said. "If we don't invest in our interstate system, I believe it will be a failure for our generation. Missourians have to decide if they want to pay for a modern, efficient interstate system that will be around for another 50 years or let what we have continue to decline."

The icing on the cake was Kansas' generous invitation to participate in its interstate anniversary celebration on June 23 at the Kansas Speedway. The event was the Kansas City segment of one of the main national activities planned to celebrate the 50th anniversary of the interstate system - the reenactment of the first Transcontinental Motor Convoy of 1919.

Lt. Col. Dwight D. Eisenhower participated in the 1919 expedition, which consisted of 81 motorized Army vehicles and about 300 people. After participating in the convoy, and after seeing the autobahns of Germany during World War II, President Eisenhower advocated building an interstate highway system in the United States. His dream became a reality when he signed

the Federal-Aid Highway Act in 1956. Motorist Assist Operator and self-described "NASCAR nut" Scott Banes joined the convoy of vehicles in a controlled-speed lap around the Kansas Speedway oval. District Engineer Beth Wright and Senior Community Relations Specialist Steve Porter also drove MoDOT vehicles in the one-lap event, which was followed by a safety carnival and speeches by various dignitaries, including Director Rahn. (See related stories on pages nine and 11).



MoDOT Director Pete Rahn welcomes participants to the public policy forum.